G. R. S. IX—5]

Previous references

S + a 17 - 23 : 17

1923-24

S + a

File No. 17 - 23

Serial Nos. 44

Later references

SA 18 - 26 - 29, 30, 31

S + A 120 - 31 - 164

S + A 558 - 34 (1 - 2°)

GENERAL AND REVENUE SECRETARIAT.

*Serial Nos.

Part B for April 1924

SUBJECT

re. Daily Allowance

When an officer resides at Cairo in the forenoon + leaves it in the afternoon on the same day, he is not entitled to any daily allowance for that day

AL L.L.

The question

No. H. 5897 A/24 - 4 - 1924.

Issues A + C under Art 5 - 9 - Q. 1 Q.

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C. C. No. 3

No. 7628 / Encls Two

WD 0140- GPP—2,000—24-4-23

OFFICE OF THE CHIEF COMMANDANT,
MYSORE STATE TROOPS,

Bangalore, dated 24.3.1924.

DIARY NO. 3577

From

Major J.A.W. Foottit, I.A.,
~~LT. COL. B. CHAMARAJ URS, SARDAR BAHADUR~~

Chief Commandant, Mysore State Troops, Bangalore.

1923 - 1924
Section. Fin
No. 17-23

To.

The Financial Secretary,
to the Govt of H.H.the Maharaja of Mysore.

REV. SE
B. 7
5 MAR 1924
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Sir,

I have the honor to forward herewith a supplemental Travelling Allowance bill for February 1924, for Rs.15-8-0 with the memo of disallowance received from the Comptroller and to state that as the Officers on whose behalf the daily allowance is claimed, viz myself & my Personal Assistant ~~received~~ reached Mysore on the forenoon and started therefrom in the afternoon, and as only Railway fare has been claimed and not mileage for the journey performed by Motor car, the requirement of Government Order No.Fl.2872/5 &.A.17-23-17 dated 28th November 1923 have been fully met, the essential criterion for determining the daily allowance under the above Govt.Order being prima facie the hour at which an officer reaches his destination and not the means by which the destination is reached. So long as only Railway fare is claimed and admitted and not road mileage, it would not be consistant with the order if Officers are deprived of daily allowance in such cases. The question of the mode of conveyance by which journey is performed does not appear to enter into the calculation in determing the daily allowance when road mileage has not been admitted for the journey by Motor. I therefore request that you will if need be issue a clear ruling to the Comptroller to admit the

Ar-591-Exception.

P.T.O.

G. R. S. III-21

General and Revenue Secretariat.

File No. 17 of 1908

Serial No.

We recently introduced the rule of giving daily allowance in addition to railway fare to officers who reach places in the course of their tours before noon and leave the places after noon. In the practical working of this rule, some doubts have been entertained and disallowances made by the Comptroller. Three cases have now come up for orders. The points of doubt involved in them are two: (1) When an officer makes by road a journey which he should have made by rail and claims only railway fare, not being entitled to road mileage, he should be treated as if he had made the journey by rail and given daily allowance if he reached the place of halt before noon. Similarly, if he makes the return journey by road instead of doing it by rail, he should be allowed daily allowance if the hour of departure is in the after noon. The Comptroller's office has, however, disallowed daily allowances in both these ~~cases of~~ cases on the ground that the journeys were made by road and not by rail. This disallowance is not reasonable. For his own convenience an officer may make a journey by road but so long as he claims travelling allowance as if he had made the journey by rail, he should be allowed all the allowances to which he would have been entitled

had

NOTE—Contn. sheet.

G. R. S. III-2]

General and Revenue Secretariat.

J & a File No. Fun 17 of 1928

Serial No.

had he actually made the journey by rail. I have discussed this question with the Comptroller and ascertained that the objection taken was not with his permission. The disallowance appears to have been made by one of his assistants and the Comptroller does not consider the disallowance correct. As I have stated above, it is not reasonable to deny daily allowance in such cases. The particular cases of this kind which have come up for the orders of Government are those of Major Foottit and his Assistant and Mr. Matthan. (2) According to the rule recently introduced, if an officer reaches a place on one day and leaves it the very next day, he is allowed only one day's daily allowance ~~irrespective of the hours of arrival or departure.~~ A case in which an officer reaches a place in the fore-noon and leaves it on the same day in the after-noon was not contemplated and provided for. A case of this kind has actually occurred and the travelling officer has claimed daily allowance on the ground that he reached the place in the fore-noon and thinks that his claim is tenable as the rule stands. This claim is that of Mr. T. Ramaiya, Assistant Secretary. He went to Hassan on some Government work and returned from there the same day in the afternoon ~~to Headquarters.~~ This claim has also been

NOTE—Contn. sheet.

disallowed

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G. R. S. III-21

General and Revenue Secretariat.

S.A. File No. 17 of 1923

Serial No.

SECRETARIAT, 17 APR 1924 7565

disallowed by the Comptroller. I think in this case the view taken by the Comptroller Audit Office is correct. The daily allowance given in addition to railway fare is with the object of reimbursing the touring officer for the expenses he is put to in arranging for his halt at a place which he reaches before-noon or leaves it after-noon. When an officer goes to a place and leaves it the same day, there is no halt at all except for a few hours and I do not think it is necessary to allow daily allowances in such cases in addition to railway fare. If a claim like this is allowed, a touring officer would have to be given daily allowance for every day of his tour, if he only arranges to reach a station in the fore-noon and leaves it in the after-noon. ~~Such claims would certainly be an abuse~~ of ~~Travelling Allowance rules.~~

To resolve the two kinds of doubts referred to above, the following addition may be made to the new rule introduced as an exception to Article 591, Mysore Service Regulations:-

Add to the Exception inserted by correction slip No.7 dated 26th November 1923:

"When an officer reaches a place in the fore-noon and leaves it in the afternoon on the same day, he is not entitled to any daily allowance for that day.

When an officer performs by road a journey which should have been made by rail and claims railway fare therefor, he will be allowed daily allowance under this Exception, calculated with reference to the actual hour of his arrival or departure, and not to the timings of the trains by which he could have travelled."

Add 15.

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This is only an explanatory addition and it is not necessary to bring it to Cabinet on account of this.

Dewan. Approved. Mysore 19-4 Mysore 17-4-24 21-4-24

ADDENDA AND CORRIGENDA TO THE MYSORE SERVICE REGULATIONS.

V EDITION.

Page. 184.

Article 591-
Exception.

Add the following to the Exception inserted by Addenda and Corrigenda No.7 dated 26th November 1923 :-

" When an officer reaches a place in the forenoon and leaves it in the afternoon on the same day, he is not entitled to any daily allowance for that day.

When an officer performs by road a journey which should have been made by rail and claims railway fare therefor, he will be allowed daily allowance under this Exception, calculated with reference to the actual hour of his arrival or departure, and not to the timings of the trains by which he could have travelled."

Financial Secretary to Govt.

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